

Sole Agents,
H. Price & Co.,
18 Queen's Rd., Central.
458

ESTABLISHED 1845

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12 Queen's Rd., Central

PRICE, \$8.00 Per Month.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, July 26, 1904. 2547

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HRH the PRINCE of WALES

Supplied at all the leading OILERS and
HOTELS, and to be obtained from LANE,
CRAWFORD & Co., Queen's Road,
Central

W. S. BAILEY & CO.
Engineers,
20 CONNAUGHT

and Japan.

THE UNIVERSITY BOARD

ELSEWHERE
LONDON HOUSE
September 10, 1966

AGENCIES THROUGHOUT THE EAST.
18, QUEEN'S ROAD.
HONGKONG, SEPTEMBER 5, 1944.

Intimations.

Milkmaid
BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS
64, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 100, HONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Manila, Amoy, Shanghai, Chongqing, Yantai, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Kobe, Nagoya, Osaka, Kyoto, Fukuoka, Yokosuka, Matsuyama, Hiroshima, Kobe, Yokohama, Sasebo, Maizuru, Misaki, Hakodate, Taipei.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinaka, Mameda, Mannara,
Onoura, Otsu, Sasebo, Tsukuba, Yoshinaka, Yotsu, Yamanaka, and other
Junks.

S. MINAMI, Manager, Hongkong.

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT IMPURITIES'
OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.'—European Mail.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.,
by J. C. ENO'S Patent.

Sold by Chemists, etc., everywhere.

Proved by experience

Three-quarters of a century before
the Public and constantly growing
in appreciation

van Houten's
PURE
SOLUBLE
Cocoa

is to-day The Standard Cocoa of
the World. Exquisite in flavor,
highly nourishing and refreshing,
experience proves it to be

The Best of all Cocos.

Intimations.

MITSUBISHI COSHI-KWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

CABLE ADDRESS: "IWASAKI,"
which applies to all Branch Offices and
Hiroshima and Shanghai Agencies.

A1, ABC 6th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUBISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KANAGAWA
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. THOMPSON.
HONGKONG: H. U. JEFFRIES.
MANILA: C. G. MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Rail-
ways; Sanyo, Kiushu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shimizu, Namsu and Kami-
Yama Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzon Coal from 1905.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Matsushita Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, April 25, 1904. 777

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY
THE GOURPRET CO. LD.,
CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOKLEY & CO.,
Sole Agents,
HONGKONG.

Cable Address "LOKLEY," Hongkong.
Hongkong, July 22, 1903. 1519

QUONG HING LUNG,

FIRST CLASS

Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 86, Queen's Road Central,
Hongkong.

Hongkong, September 14, 1904. 1085

BOARD AND RESIDENCE.

3 BARROW TERRACE, Kowloon.

Elegantly FURNISHED ROOMS.

Apply on the premises, to
MISS GRUNBERG.

Hongkong, July 12, 1904. 1287

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

MISS WATLING, Proprietress,
Hongkong, July 27, 1904. 1374

EAST PRAYA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR PAUL

CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at CHINA MAIL Office.

Price 50 Cents each.

Intimations.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of
Members of the above Club will be
held at the CITY HALL on SATURDAY,
the 8th OCTOBER, at 3.30 P.M.

By Order,
J. F. HOUGH,
Clerk of the Course.

Hongkong, September 24, 1904. 1748

UNION INSURANCE SOCIETY OF

CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY-FIRST ORDINARY
YEARLY MEETING of the Society
will be held at its HEAD OFFICE,
No. 1, QUEEN'S BUILDINGS, Hongkong, on
THURSDAY, the 20th OCTOBER, 1904,
at Noon, for the purpose of receiving the
Report of the Directors together with
Statement of Accounts for the year 1903,
and for the half-year ending 30th June,
1904, and of Declaring Dividends, etc.
The TRANSFER BOOKS of the Society
will be CLOSED from the 10th October to
the 20th October, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, September 21, 1904. 1715

CANTON INSURANCE OFFICE,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY
GENERAL MEETING of SHARE-
HOLDERS will be held at the Office of
the Company, No. 12, 13 & 14, on
FRIDAY, the 21st OCTOBER.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 7th to the
21st October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, September 20, 1904. 1773

HUMPHREYS' ESTATE & FINANCE

CO., LTD.

THE SHARE CERTIFICATE No. 4724
for Fifty Shares Numbered 50951—
51000 inclusive, Fully Paid-Up, standing
in the Register in the name of JAMES
ROBERTSON ALFREDSON of Shanghai, having
been lost, Notice is hereby given that
unless the said Certificate be produced at the
Office of the Company, Alexandra Build-
ings, Des Voeux Road, Hongkong, before
23rd OCTOBER, 1904, a New Certificate
for the said Shares will be issued and the
Old Certificate will thereafter be held by
the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, September 23, 1904. 1739

IN THE SUPREME COURT OF

HONGKONG.

In the Matter of the Estate of A. M. V.

SCHONEMANN, late of Victoria,

in the Colony of Hongkong, De-
ceased.

NOTICE is hereby given that the Court
has, by virtue of Section 58 of Ordina-
nce No. 3 of 1897, made an Order limiting
to the 3rd day of November, 1904, for send-
ing in Claims against the above Estate.
All Creditors are hereby required to send
their Claims to the undersigned or to
WILHELM MELCHERS, Esquire, of
No. 6, Ice House Road, Victoria, before
the said Date.

Dated this 3rd day of August, 1904.

JOHN HASTINGS,
Solicitor for the said
WILHELM MELCHERS.

1426

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTO-
RIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
WESTERN RAILWAY from SEATTLE as
hitherto, by the Steamers of the NORTH-
WESTERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and TOWNSHIP COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.

For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, May 20, 1904. 1782

A LING & CO.,

FURNITURE STORE,

AND

FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

HONGKONG.

Hongkong, September 3, 1904. 1627

WANG HING & CO.,

DEALER IN

JEWELLERY AND LACQUERED

WARE.

No. 71, QUEEN'S ROAD CENTRAL.

HONGKONG.

Hongkong, August 19, 1904. 1582

BOARD AND RESIDENCE.

'KILLADOON,'

ON North Spur of MORRISON HILL,
10th, WANCHAI ROAD.—Light,
Airy and Well-furnished Double and Single
Rooms with all view of the Harbour,
With or without board.

For Terms apply on the Premises, to
MISS O. S. WEBB.

Hongkong, July 20, 1904. 1391

MESSRS COOPER & CO.

TAILORS, DRAPERS & OUTFITTERS

BEG to announce that having engaged

the Services of a COMPETENT

OUTFITTER, with a thorough knowledge and

experience of Gent's Requirements, they

are now in a position to undertake all

Orders for every description of Tailoring

Work and a Correct Fit and Style

Guaranteed.

Every Requisite for Gent's Wear and

personal use supplied at the most Reason-
able Prices.

A Trial Order Especially Solicited.

Hongkong, September 4, 1904. 1420

Intimations.

HAVE A BEER WITH
YOUR RACKET
MAKE A RACKET IF
YOU DON'T GET
Rainier



M. J. CONNELL
SOLE AGENTS

Hongkong, September 28, 1904. 1378

To Let.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to
SECRETARY,
A. S. WATSON & Co., Limited.

Hongkong, June 16, 1904. 1787

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.

Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, July 20, 1904. 1789

TO LET.

IN ELGIN ROAD, Kowloon, Close to
Ferry, Residential Flat with Two
ROOMS and BATHROOM and KITCHEN
attached.

Also
NO. 5, D'AGUILAR STREET, Hong-
kong, 1st FLOOR. Rents very Moderate.

For particulars, apply to
H. BUTTONJEE,
No. 5, D'Aguiar Street,
and
38 to 39, Elgin Rd., Kowloon.

Hongkong, September 19, 1904. 1790

HONGKONG CLUB.

TO LET.

A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.

For Particulars, apply to the Under-
signed.

C. H. GRACE,
Secretary.

Hongkong, June 2, 1904. 1788

TO LET.

NO. 1, STEWART TERRACE, The
Peak.

Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.

Hongkong, March 26, 1904. 1785

TO LET.

WITH Immediate Possession, ONE
SPACIOUS GRANITE GODOWN
Wanchai, PRAYA EAST.

Apply to
N. MODY & CO.

Hongkong, September 29, 1904. 1775

TO LET.

A Well FURNISHED BEDROOM for
a Gentleman. Central Locality.

Apply
Care of 'CHINA MAIL' Office.

Hongkong, September 29, 1904. 1776

TO LET.

OFFICES in Nos. 10 and 16, DES
VUEX ROAD CENTRAL.

No. 10, WONG NAI CHONG ROAD, facing
Race Course.

No. 1, BATES TERRACE, in FLATS,
FLATS in MORETON TERRACE, facing the
Polo Ground.

OFFICES, in Course of Erection, CON-
NAUGHT ROAD (near Blake Pier),
GODOWNS PRAYA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, August 13, 1904. 1788

TO LET.

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen,
Servants Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.

Apply to
JARDINE, MATHESON & CO.,

Hongkong, August 3, 1904. 1784

TO LET.

NO. 5, SALISBURY AVENUE, Kow-
loon. Immediate Possession. Mod-
erate Rental.

THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 31st August, 1905.

MODERATE RENTALS.

Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, October 5, 1904.

TO LET.

N KINTSFORD TERRACE, Two Well
Furnished Front BEDROOMS; with
Bath.

Apply to
M. E.,
Care of 'CHINA MAIL' Office.

Hongkong, October 1, 1904. 1799

THE CRATER OF MONT PELEE.

Remarkable New Formation.

Observers are much interested in the
present appearance of the crater of Mt.
Pelée in Martinique, which exploded with
such disastrous effect in 1902. A home
journal says no such amazing phenomenon
has ever been beheld by the eyes of science,
and the geologists of the world are
watching and studying this extraordinary
new activity of Volcano. Somewhere
down in the bowels of the earth a pressure
is being brought to bear on the molten
interior of the mountain like the squeezing
of a giant nut-cracker. Up through the
volcano, filling completely the mouth of
the crater, rises a mass of white-hot and
soft rock, which is cooled by the air and
rises suddenly upwards for more than
half-a-mile above the top of the mountain.
English, French, German, and American
scientists are now at Martinique taking
measurements and studying this unique
eruption.

It is stated that reputable observers
agree in the particulars given. Prior to
the series of eruptions which practically
wiped out the town of St. Pierre the top of
Mt. Pelée was like a great cup half-a-mile
across and in places 2,000 feet—more than
a third of a mile—deep. On the south-west
side, towards St. Pierre, there was a deep
gash in the crater's rim, and through this
the lava ran down the mountain. In a
broad river after the eruption. The form
of this crater was considerably changed by
the eruption of

THE TIBET MISSION.

The Signing of the Treaty.

Lhasa, September 7.—The treaty between Great Britain and Tibet was signed to-day in the Palace of the Dalai Lama. The Tibetan signatories were the T. Ripchoe of the Regent, four Shaps, as members of Council, the Abbots of the three great monasteries of Dehung, Sera and Gaden, and a representative of the National Assembly. The Amban asked that the assembly should not be held in the hall which contained the sacred picture of the Chinese Emperor. It appears that the picture, which was introduced into the Potale nearly a hundred years ago, is regarded with extreme awe and reverence. On account of its presence the Dalai Lama is supposed never to leave the Palace without the consent of the Amban, and his desertion of the picture at this crisis is regarded by the Amban and the Chinese as a flagrant breach of national obligations. The audience chamber selected was the Throne Room of the Dalai Lama, with brilliantly tapestried walls and pillars ornamented with richly coloured fringes. Besides the signatories, there were present the Amban and his suite, the Tongpa Pansley of Bhutan and the Nepalese Resident and their suites, and a large gathering of British officers. Behind the circle stood a group of Sikhs, Pathans and Gurkhas. The ceremony began with the reading of the terms in Tibetan. Then the treaty was placed on a table in the centre of the hall, with the delegates sitting round. The Lamas wore russet robes, and the Shaps robes of yellow silk. The treaty was written on a voluminous scroll in Tibetan, English and Chinese in columns. The signatories stepped forward in turn and attached their seal to each column. There was no trace of solemnity or displeasure among the Tibetans as they signed, and the Tibetan, who is a benign looking ecclesiastic of great dignity, smiled as he added his name. The general attitude of the Tibetans was cheerful and good natured. After signing the Amban and the Shaps made the following speech. The Convention has been signed, we are now at peace and the misunderstandings of the past are over. This basis has laid for mutual good relations in future. In the Convention the British Government have been careful to avoid interfering in the smallest degree with your religion. They have annexed no part of your territory. They have made no attempt to interfere in your internal affairs, and have fully recognised the continued sovereignty of Chinese Government. They have merely sought to ensure that you abide by the treaty made by the Amban in 1870, that trade relations between India and Tibet, which are no less advantageous to you than to us, should be established as they have been with every other part of the Chinese empire, and with every other country in the world except Tibet; that British representatives who should be treated with respect in future, and that you should now depart from your traditional policy in regard to your political relations with other countries. The treaty which has now been made I promise you, on behalf of the British Government, we will rigidly observe; but I also warn you we will severely punish in the end. Any infringement of trade, any disrespect or obstruction of trade, any injury shown to British subjects, will be noticed and punishment exacted. We treat you well when you come to India; we do not take a single rupee in Customs duty from your merchants; we allow any of you to travel and reside wherever you will in India and we preserve the ancient buildings of the Buddhist faith. We expect that you will show us the same respect and that you will show us in India. You have found us bad enemies when you have not observed treaty obligations and shown disrespect to the British Raj; you will find us equally good friends if you keep the treaty and show us civility. I hope that the peace which has this moment been established between us will last for ever, and that we may never again be forced to treat you as enemies. As the first token of peace I will ask General Macdonald to release all prisoners of war. I expect that you on your part will set at liberty all those who have been imprisoned on account of dealings with us. After the conclusion of the speech which was interpreted into Tibetan, the Tibetans expressed their intention to observe the treaty faithfully. The meeting closed at six having lasted three hours.

Intimations.

A. S. WATSON & CO., LIMITED.

Issue of 30,000 New Shares of £10 Each.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, to 8th October, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, September 27, 1904. 1761

APPLY FOR

THE ANGLO-AMERICAN STORES
LATEST PRICE LIST OF GROCERIES,
etc., etc.

Hongkong, 1, Wellington Street,
Kowloon, 63 & 64, Elgin Road.
Hongkong, September 17, 1904. 697

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 67.

Removal work at Canton River
Barriers; precautions to be observed by passing vessels.

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that, with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a Red and White Flag (International H.) is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that a steamer is liable to endanger life and property.
2. Under these circumstances a steamer should pass that neighbourhood at as slow a speed as possible.
3. When a Red Flag is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that a vessel must not, so long as that flag is flying, attempt to pass the barrier.

This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY,
Harbour Master.

Approved,
S. M. RUSSELL,
Deputy Commissioner of Customs.
Customs House,
Canton, October 1, 1904. 1903

相映 TAI WOO. 和泰
PHOTOGRAPHER AND PORTRAIT
PAINTER, FRAME MAKER.

LANDSCAPES, PICTURES & VIEWS FOR SALE.
No. 3, 2ND FLOOR, QUEEN'S ROAD
CENTRAL, HONGKONG.

Hongkong, September 3, 1904. 1628

Hotels.

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1902. 1220

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORN,
Proprietor and Manager.

Hongkong, January 20, 1904. 135

HOTEL CRAIGIEBURN.

PUNNETT'S GAP, THE PRAE.

near the TRAM TERMINUS TELEPHONE 56

For Terms, Apply to the MANAGER. 741

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER,
Proprietor.

Hongkong, March 10, 1904. 482

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shek-wai Road—Electric Trams pass the Doors every five minutes.

THE ONLY HOUSE ON THE ROAD.

The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

There is Accommodation for a few Boarders.

GOOD SEA BATHING.

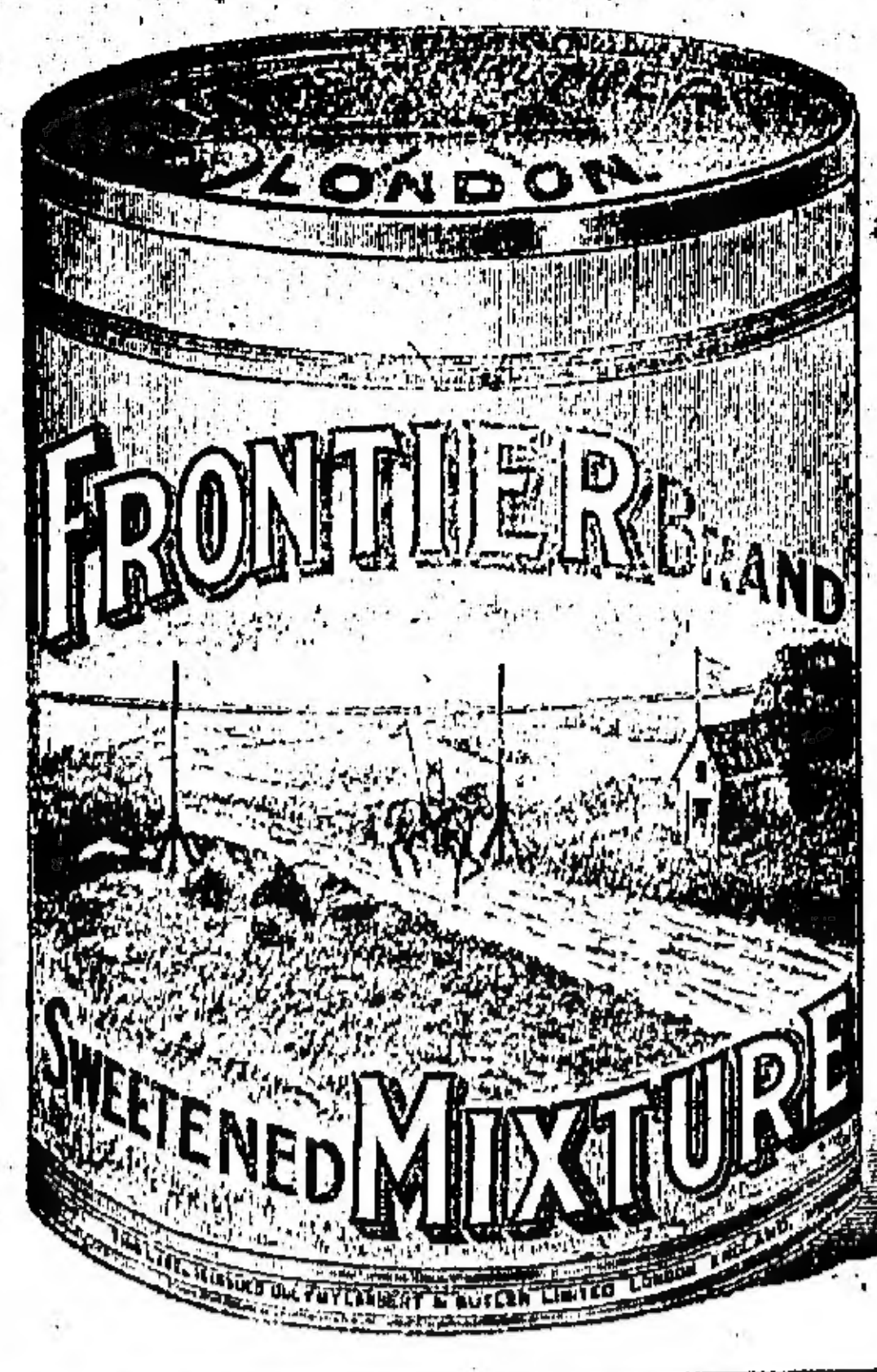
Refreshments Served of the FINEST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics Ordered for.

JAS. O'BRIEN,
Proprietor and Manager.

Hongkong, August 15, 1904. 1385



WHEN YOU WISH

A

COOL SMOKE

FRONTIER

MIXTURE.

British American

Tobacco Co., Ltd.

AGENTS.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Oct. 6	P. & O. Bengal	London	Nov. 13	13
12	G. M. S. Saiboon	Hamburg	16	15
18	M. M. ...	Marseilles	20	27
22	P. & O. Malta	London	25	6
26	G. M. S. Zieten	Marseilles	30	29
Nov. 1	M. M. ...	London	4	11
5	P. & O. Comandant	Hamburg	20	20
9	G. M. S. Prince Alice	London	25	25
13	P. & O. Simla	London	1	8
17	P. & O. Chusan	London	15	22
21	P. & O. Nubia	London	19	26
25	P. & O. Bengal	London	23	30

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 7	N. P. J. Tremont	Tacoma	Nov. 5
10	P. M. S. Manchuria	San Francisco	18
16	P. M. S. Numbatia	Portland, O.	25
20	P. M. S. Coptic	Tacoma	29
27	N. P. J. Lynn	Portland, O.	31
Nov. 1	P. & A. Nomedis	do.	1
10	do. Gaelic	Portland, O.	20
19	P. & A. Arabia	San Francisco	31
22	P. M. S. Mongolia	do.	1905
Dec. 3	do. China	do.	1905
15	do. Dnie	Siberia	Jan. 13
27	do. Siberia	do.	14
1905	do. Coptic	do.	Feb. 4
Jan. 7	do. Korea	do.	17
11	do. Gaelic	do.	28
Feb. 11	do. Mongolia	do.	Mar. 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 12	C. P. R. Athenian	Vancouver.	Nov. 5
19	do. Empress of China	do.	23
Nov. 2	do. Tartar	do.	15
16	do. Empress of India	do.	29
Dec. 14	do. Empress of Japan	do.	Jan. 4
28	do. Athenian	do.	21
1905	do. Empress of China	do.	Feb. 2
Jan. 11	do. Tartar	do.	18
25	do. Empress of India	do.	Mar. 1
Feb. 8	do.	do.	14

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Oct. 15	E. & A. Australian	Sydney.	Nov. 5
25	C. N. Taiyuan	do.	17
Nov. 16	E. & A. Empire	do.	27
18	C. N. Tsinan	do.	1905
Dec. 9	C. N. Changhwa	do.	Jan. 1
20	E. & A. Eastern	do.	18
1905	C. N. Chingta	do.	Feb. 1
Jan. 11	E. & A. Australian	do.	12
20	C. N. Taiyuan	do.	22
Feb. 8	E. & A. Empire	do.	18
11	C. N. Tsinan	do.	29
Mar. 8	E. & A. Eastern	do.	19
April 5	do. Australian	do.	25
May 3	do. Empire	do.	10

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last resort to go
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Hongkong
Albion	battleship, 1st class	12,500	12	15,000	Captain Sydney R. Fromante	Wharfedale
Algerine	cruiser, 1st class	1060	6	1400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,500	Capt. Charles Windham, O.V.C.	Wharfedale
Andromeda	gunboat, 1st class	710	6	1300	Capt. R. M. Ummanney	Wharfedale
Bramble	gunboat, 1st class	710	6	1300	Lieut. Comdr. O. M. Makins	Wharfedale
Britomart	battleship, 1st class	10,600	14	13,000	Lieut. Comdr. T. D. Pratt	Wharfedale
Centurion	cruiser, 1st class	12,000	14	21,000	Captain Fagan	Wharfedale
Creasy	cruiser, 1st class	380	—	300	Captain Henry M. Tudor	Wharfedale
Cherub	water tank and tug	1070	10	1400	Comdr. Ernest Barton	Hongkong
Epigone	cruiser, 3rd class	380	6	5700	Comdr. P. V. Lowe, D.S.O.	Singapore
Fame	torpedo boat destroyer	1580	12	3200	Captain Hon. Walter G. Stoford	Wharfedale
Forster	battleship, 1st class	12,900	16	13,500	Reserve	Hongkong
*Glorie	torpedo boat destroyer	275	6	4000	Lieut. Comdr. F. M. Riadore	Wharfedale
Handy	torpedo boat destroyer	275	6	4000	Lieut. Comdr. A. Gregory	Wharfedale
Hart	torpedo boat destroyer	275	6	4000	Lieut. Comdr. O. P. Metcalfe	Wharfedale
Humber	torpedo boat destroyer	275	6	4000	Captain Francis G. Kirby	Wharfedale
Iphigenia	cruiser, 1st class	14,100	18	31,592	Lieut. Comdr. T. B. Noble	Wharfedale
Janus	river gunboat	280	4	3900	Captain T. G. Grest	Wharfedale
Kinsale	cruiser, 1st class	14,100	18	31,592	Reserve	Wharfedale
Leviathan	river gunboat	180	2	800	Commander John Nicholas	Wharfedale
Motheen	battleship, 1st class	12,900	16	13,500	Comdr. C. E. Mouro	Wharfedale
Ocean	torpedo boat destroyer	1015	6	1400	Com. D. St. A. Wake	Wharfedale
Otter	torpedo boat destroyer	335	6	650	Lieut. Com. R. E. Vaughan	Wharfedale
Phoenix	torpedo boat destroyer	335	6	650	Lieut. Comdr. Vivian	Wharfedale
Rambling	torpedo boat destroyer	335	6	650	Lieut. Com. H. T. Atty	Wharfedale
Rinaldo	torpedo boat destroyer	335	6	650	Capt. C. H. H. Moore	Wharfedale
Rosario	torpedo boat destroyer	335	6	650	Lieut. Comdr. Davidson	Wharfedale
Sandpiper	torpedo boat destroyer	335	6	650	Fleet Reserve	Wharfedale
Sirius	torpedo boat destroyer	335	6	650	Commodore Dicken	Wharfedale
Snipe	torpedo boat destroyer	335	6	650	Lieut. Comdr. E. V. Dugmore	Wharfedale
Taku	torpedo boat destroyer	335	6	650	Capt. J. A. O. Wilkeson	Wharfedale
Tamar	torpedo boat destroyer	335	6	650	Lieut. Comdr. R. H. Kest	Wharfedale
Teal	torpedo boat destroyer	335	6	650	Capt. Leslie Stuart, C.M.G.	Wharfedale
Thetis	torpedo boat destroyer	335	6	650	Reserve	Wharfedale
Twined	torpedo boat destroyer	335	6	650	Comdr. Ernest O. Hardy	Wharfedale
Vengeance	torpedo boat destroyer	335	6	650	Lieut. Com. O. W. Wrightson	Wharfedale
Vestal	torpedo boat destroyer	335	6	650	Lieut. Com. Wasen	Wharfedale
Virago	torpedo boat destroyer	335	6	650		Wharfedale
Waterwitch	torpedo boat destroyer	335	6	650		Wharfedale
Whiting	torpedo boat destroyer	335	6	650		Wharfedale
Wolverton	torpedo boat destroyer	335	6	650		Wharfedale
Worcester	torpedo boat destroyer	335	6	650		Wharfedale
Worcester	torpedo boat destroyer	335	6	650		Wharfedale

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Carson-Howe, O.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Asper	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Griesenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Miril	Japan
Acheron	French armoured gunboat	1795	10	1700	Comdr. Laferrere	Saigon
Alouette	French gunboat	800	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Aspic	French gunboat	475	8	450	Lieut. Journe	Saigon
Avalanche	French gunboat	140	5	150		Haiphong
Bengali	French gunboat	580	6	400	Capt. Leivre	Tourane
Bougainville	French cruiser	3740	29	9000	Captain V. Poldione	Saigon
Cassiope	French gunboat	140	5	150		Saigon
*Chateaufort	French cruiser	8018	18	17,000	Commander Loeul	Haiphong
Comete	French gunboat	625	4	438	Commander L'Est	Shanghai
Decidie	French gunboat	4000	31	9500		Saigon
D'Assas	French gunboat	350	7	835	Lieut. Jehenne	Haiphong
Ereos	French destroyer	9376	36	20,200		Shanghai
Fraude	French gunboat	307	7	300	Lieut. Comdr. Beausant	Shanghai
Guaydon	French gunboat	1260	12	2200	Commander Le Gollier	Shanghai
Haut Riviere	French gunboat	9700	12	18,800	Captain Oros	Shanghai
Javeline	French gunboat	4015	27	8600	Comdr. Senes	Shanghai
Kersaint	French gunboat	9437	8	8071		Saigon
*Montcalm	French gunboat	1796	10	1700	Capt. Vincent	Saigon
Olry	French gunboat	8858	20	20,000	Captain Guiberteau	Shanghai
Pascal	French gunboat	629	2	900	Lieut. Holge	Shanghai
Redoutable	French gunboat	6150	23	4560	Captain Blondel	Saigon
Seydlitz	French gunboat	123	7	500	Lieut. Carol	Hongkong
Surprise	French gunboat	1857	15	2900	Comdr. Huss	Shanghai
Taking	French gunboat	11,000	36	14,000	Captain Frow	Shanghai
Vigilante	French gunboat	1773	15	2960	Comdr. von Stutnitz	Tsingtau
Bussard	German cruiser	8230	34	10,000	Capt. Schroeder	Kiutseong
Faust	German gunboat	1000	10	1300	Comdr. Baron von M. Hillebrand	Hongkong
Ukias	German gunboat	950	10	1300	Comdr. Wilbrand	Shanghai
Ukias	German gunboat	860	10	1344	Comdr. Kroecker	Shanghai
Ukias	German gunboat	1009	8	875	Comdr. von Drumbkow	Manila
Ukias	German gunboat	1848	15	2800	Comdr. Rauts	Tsingtau
Ukias	German gunboat	960	10	1300	Captain Volt	Shanghai
Ukias	German gunboat	960	10	1300	Comdr. Deimling	Amoy
Ukias	German gunboat	170	6	560	Comdr. Giebler	Canton
Ukias	German gunboat	170	6	560	Lieut. Scharf	Shanghai
Ukias	Italian cruiser	2300	10	7471	Captain Borde/Ricci	Singapore
Ukias	Italian cruiser	3800	—	—	Captain Prestibito	Shanghai
Ukias	Italian cruiser	2498	29	7000	Capt. Pescetto	Chamloep
Ukias	Portuguese cruiser	1890	14	4000	Captain d'Antas Ribeiro	Shanghai
Ukias	Portuguese gunboat	730	—	—	Captain Coutinho	Macao
Ukias	Portuguese cruiser	3315	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Ukias	Russian gunboat	810	8	730	Comdr. Guintr	Vladivostok
Ukias	Russian cruiser	2800	5	2700	Capt. Granatschekoff	Port Arthur
Ukias	Russian cruiser	6000	27	24,000	Capt. Reitzschstein	Shanghai
Ukias	Russian cruiser	7890	30	16,500		Port Arthur
Ukias	Russian gunboat	1090	8	1150	Comdr. Erjedkovitch	
Ukias	Russian cruiser	6640	12	18,500		Saigon
Ukias	Russian cruiser	6731	6	8000	Capt. Nasarowsky	Port Arthur
Ukias	Russian gunboat	1466	3	1700	Comdr. Koutch	Port Arthur
Ukias	Russian gunboat	501	9	3500	Comdr. Zagorany	
Ukias	Russian gunboat	1490	6	2000	Captain Jasson	Vladivostok
Ukias	Russian cruiser	18,384	44	14,500	Comdr. Shumoff	
Ukias	Russian gunboat	1050	8	1000	Commander Crown	Shanghai
Ukias	Russian gunboat	1284	7	1400		Shanghai
Ukias	Russian cruiser	3000	6	17,000	Comdr. Vassileff	Port Arthur
Ukias	Russian gunboat	1490	6	2000	Captain Korolet	Sunk
Ukias	Russian battleship	12,674	16	14,500	Capt. Aborlet	Damaged
Ukias	Russian battleship	10,960	18	10,000	Capt. Zaksarong	Port Arthur
Ukias	Russian battleship	12,674	15	14,500	Captain Oseroff	
Ukias	Russian battleship	10,960	16	10,000	Comdr. Eden	Vladivostok
Ukias	Russian cruiser	1254	10	1738		
Ukias	Russian battleship	12,902	16	16,000	Captain Sepelronnoff	
Ukias	Russian protected cruiser	12,902	68	17,000	Capt. Matsverich	Port Arthur
Ukias	Russian protected cruiser	10,923	24	13,250	Captain Serberoff	Port Arthur
Ukias	Russian battleship	10,960	16	10,000	Lieut. H. E. Arnold	Port Arthur
Ukias	Russian gunboat	950	3	1125	Comdr. Zagorany-Krnel	Port Arthur
Ukias	Russian gunboat	500	9	3300	Comdr. Abramoff	Port Arthur
Ukias	Russian cruiser	1290	15	1194		Cavite
Ukias	U. S. cruiser	3769	28	7500	Capt. Dyer	Shanghai
Ukias	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Ukias	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
Ukias	U. S. torpedo-boat destroyer	420	7	8100	Lieut. Irwin	Canton
Ukias	U. S. gunboat	2-8	10	600	Lieut. Barnard	Shanghai
Ukias	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jescop	Shanghai
Ukias	U. S. cruiser	420	19	7500	Comdr. Hugo Osterhous	Shanghai
Ukias	U. S. gunboat	12813	7	8000	Lieut. H. E. Arnold	Shanghai
Ukias	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
Ukias	U. S. gunboat	560	10	6000	Lieut. J. P. Hood	Shanghai
Ukias	U. S. gunboat	1322	8	1988	Comdr. P. E. Sawyer	Shanghai
Ukias	U. S. monitor	3560	6	594	Comdr. Mahan	Shanghai
Ukias	U. S. monitor	4084	4	7200	Lieut. E. P. Jescop	Shanghai
Ukias	U. S. cruiser	10,295	45	11,111	Commander G. B. Harber	Shanghai
Ukias	U. S. gunboat	2-1	3	260	Captain Burwell	Shanghai
Ukias	U. S. gunboat	201	3	260	Ensign J. E. Bass	Shanghai
Ukias	U. S. gunboat	4000	14	7500	Capt. Bennett	Shanghai
Ukias	U. S. cruiser	3813	18	9913	Capt. J. B. Collins	Shanghai
Ukias	U. S. cruiser	4098	17	1118	Comdr. Marshall	Shanghai
Ukias	U. S. gunboat	3-12	3	530	Captain V. B.	Shanghai
Ukias	U. S. gunboat	1857	8	1894	Comdr. Marshall	Shanghai
Ukias	U. S. gunboat	12,000	50	12,000	Lieut. H. A. Wiley	Shanghai
Ukias	U. S. gunboat	1857	8	1894	Commander A. W. Dodd	Shanghai
Ukias	U. S. gunboat	12,000	50	12,000	Captain Clover	Shanghai

SINGAPORE: "ACHEE," HONGKONG,
L. S. G. CODE, 4TH EDITION.

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QUEEN'S ROAD,

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Furniture

Dealers.

DRAWING-ROOM,

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and BEDROOM

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and HOUSEHOLD

REQUISITES.

WM. POWELL,

LIMITED.

HOURS, 8.30 a.m. to 6 p.m.

SEASON 1904-5,

ON

MONDAY, 3rd OCTOBER,

WE SHALL HAVE ON VIEW THE
FOLLOWING FINE SELECTION
OF NEW GOODS:-

LADIES' DEPT.,

ALEXANDRA

BUILDINGS.

Silk and Satin Ribbons, Rich
Trimnings, Dainty Motifs, Plain
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Trimmed and Untrimmed Felt
and Straw Hats, Lace Fichus and
Scarves, Vivella Flannels, Fivers
and Follage, Wings and Quills,
Fancy Chiffons, Silks and Gauzes,
Smart Winter Jackets.

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DEPARTMENT.

Madras Curtain Muslin, Print
ed Satens, New Crotonnes, Hem-
med Linen Pillow Cases and Table
Cloths, Linen Huckerback Towels,
Tennieriff Tray Cloths and
Doyleys. Splendid Selection of
Damask Napkins and Table
Cloths, Carpets and Carpet
Squares, Rugs, in all makes and
sizes, etc., etc.

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HOURS, 8.30 a.m. to 6 p.m.

Black Felt Bowler Hats, Straw
Boaters, Tweed 'Kenyon' Hats, a
Good Selection of Motor Caps,
Press Shirts and Collars, Walking
and Dress Boots, Patent Oxford
Shoes, Flannel Pyjamas, Fine
Selection of Travelling Rugs,
Winter Underwear, etc., etc.

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THREE PLACED WHISKIES:

1st—KING EDWARD VII.
VERY OLD LIQUEUR.
Gold Label \$22.00

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A Good 3rd—
'CLUB' \$15.00

A Whisky that is perfect with 'TAN-
SAN' Water.

SOLE AGENTS:
H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.
Miscellaneous.
Goods per Nansang undelivered after 4
p.m. on this date landed.

General Memoranda.

FRIDAY, October 7:—
Transfer Books of Canton Insurance, Ltd.
closed from this date to 21st October,
inclusive.

SATURDAY, October 8:—
2.30 p.m.—Auction of Japanese Curios,
&c., at Mr. V. I. Remedios' Sales
Rooms.
3.30 p.m.—Meeting of Hongkong Jockey
Club at City Hall.
3.30 p.m.—Fourth Meeting of Hongkong
Gymkhana Club at Happy Valley.

SUNDAY, October 9:—
Goods per Indragiri not cleared on this
date subject to rent.

MONDAY, October 10:—
Noon—Meeting of The Hongkong Steam
Water Boat Co., Ltd., at the Registered
Office.
Transfer Books of Union Insurance So-
ciety of Canton, Ltd., close from this
date to 20th October inclusive.

THURSDAY, October 20:—
Noon—Meeting of Union Insurance So-
ciety of Canton, Ltd., at Head Office.

FRIDAY, October 21:—
Noon—Meeting of Shareholders of Can-
ton Insurance Ltd., at Messrs Jardine,
Matheson & Company's Office.

NOTICE TO CORRESPONDENTS.

All business communications for this
office should be addressed to THE MAN-
AGER. Communications intended for publica-
tion should be addressed to THE EDITOR,
and not to any person by name.

We cannot undertake to return rejected
communications.

Any communication not accompanied by
the signature of the writer will be
rejected without consideration.

All communications must be legibly
written upon one side of the paper.

Telephone, No. 22.

EDITORIAL COMMENT.

When the Japanese
entered upon the present
war they undertook to
drive the Russians out of Manchuria.

The problem was a difficult one to
undertake, but it has been tackled
bravely, and very soon Japan will be
able to write Q. E. F. upon her slate.

Then the question will be, 'What next?'
The feeling is abroad in quarters
that Japan will have done her duty,
and, therefore, should be relieved of
further responsibilities by the other
Powers. Already there are indications
that an attempt will be made very soon
to have peace restored, and since several
nations have pledged themselves to
preserve the integrity of China it is not
likely that Manchuria will—after
Russia is effectively driven over the
frontier—be left unprotected so

That they should take who have
the power,
And they should keep who can.

Some time ago the Japanese papers
commenced discussing the question of
peace, and continental papers have for
several months been busy publishing
statements that mediation would be
sought by one power or the other, and
then denying them. The very recent
meetings of the German Chancellor,
Count Bulow, with the Italian Premier,
M. Giolitti, were even said to have a
strong bearing on the question, some
papers declaring that the statements
were actually preparing for mediation
in the East. These statements however,
brought forth an official contradiction,
and evidently inspired the Paris *Figaro*
to publish a strong leading article
demanding that the war be continued
not only for the sake of Russia, but also
for that of France, 'which is most
interested in the outcome on account of
Indo-China.' What Indo-China has to
do with the matter any more than
Hongkong we cannot say. More
likely France desires and hopes
to see Russia win on account
of the enormous amount of French
capital invested in Russia. A recent
telegram puts the Russian Government
loans from France down at about
£117,537,000, and the French invest-
ments made in the Russian Government
enterprises at about £16,000,000,
whilst the amount invested in Banks,
etc., totals up to the respectable total
of £134,443,800. The safety of all that
money is of more concern than Indo-
China—for that country is in no danger
whatever—and France is bound to
urge Russia to refuse mediation whilst
she has the slightest chance of turning
the tide of war in her favour. If she
is compelled to close down on account
of sheer exhaustion stocks will collapse
and French investors suffer. That is not
wanted in France, and consequently
that nation is sure to resist for a time
any peace-making efforts. The fact
that President Roosevelt has announced
that he will shortly convene a peace
congress is taken to indicate that the
war will be stopped if possible, and the
Japanese papers are seizing with avidity
upon the idea with the hope of turning it
to account. It is said, too, that Secretary
Hay is now sounding the Powers as to
their attitude regarding a joint note to
the two belligerents, with a view to
arranging an amicable settlement of
the points at issue in Manchuria and
Korea, but nothing further than that
has been heard on the subject. Before
any real work can be done by peace-
makers Port Arthur will have to fall
and all Russians will have to be over
the border. With Vladivostok in her
hands, Port Arthur down, and Man-
churia swept clean of Muscovites Japan
will be justified in saying she has
fulfilled her task, and the Powers will
be justified in helping her back to her
country by seeing that in future
Russian ambition ceases at the Amur.

All that has yet to be accomplished,
of course, but the chances are that Russia
will not now have the power to regain

her lost ground. That being so there may
be more in the rumours of peace and
mediation that persistently fill the air
than we at present imagine. With the
exception of Russia and her close
friends every nation will welcome the
end of the war, no matter how it is
brought about.

LOCAL AND COAST NEWS.

A meeting of the Legislative Council
will be held to-morrow afternoon at 2.30
p.m. when the first reading will be taken
of a bill entitled the Chinese Emigration
(Amendment) Ordinance, 1904. The House
will also continue its consideration in com-
mittee of the Estimates.

Rowing.

Messrs W. Kuntzel and L. Duran,
two members of the Canton Rowing Club,
paid a visit to the Secretary of the V. R. C.
on Sunday last to make some enquiries
with regard to the forthcoming Regatta. They
are both prominent oarsmen, and rowed
against the V. R. C. last year. The
three events open to the Interport crews
are the Pair-oared race, Double Sculls, and
Four-oared race, and there is a likelihood
of there being a junior fours. Both the
Boat Club and the Canton Club will row in
all the events; whether Shanghai or Singa-
pore will put in crews remains to be seen.

A Coincidence.

Wong Sung-ling, the man who was de-
capitated at Shanghai recently solemnly
threatened when informed at the Yamen
that he was to be decapitated, that he would
soon be King Koh Tung-sai to justice after he
had lost his own head. 'Who was the
cause of all this trouble, and I have done my
best already to cause his arrest, and my
spirit will have no rest until he is captured,'
said Wong just before he was taken away to
execution. The man was not under the
influence of *amahu* at the time. The drink
was given to him soon after his ominous
prophecy, but the curious coincidence oc-
curred that just two-and-a-quarter-hours
after Wong's head was cut off, Koh was in
the hands of the Police.

Sanitary Precautions.

The application of Messrs Watson and
Company to erect a water convenience at
No. 1 Stanley Street, was refused at yester-
day afternoon's meeting of the Sanitary
Board. In discussing the application Dr
Pearse said that although the introduction
of water conveniences in England had been
followed by a reduction in the death rate
from typhoid fever, he did not think that
the time had arrived for the general intro-
duction of the system in Hongkong. It was
an accepted fact that wherever there was a
leaky water pipe there was great danger of
an outbreak of disease. In the East the
pipes would have to be put down by Chi-
nese workmen, and it was extremely likely
that they would soon be in a leaky con-
dition. A leaky pipe was just as bad as a
leaky cesspool and was seldom discovered
until attention was called to it by an out-
break of disease.

The Kwangsi Insurrection.

A private letter from Kueilin to a
Kwangsi official residing in Shanghai states
that about fifteen hundred insurgents came
down from the hills near Linchoufu at the
beginning of September and began com-
mandeering food supplies from the villages
situated in the Tungshu'an district. This be-
coming known to the officials of Linchoufu,
a battalion of troops was sent to the spot
to disperse the insurgents. The troops
were ambushed, 'as usual,' by the in-
surgents, before the former got to the
encampment, with the result that they lost
the second Commandant, one lieutenant
and forty-five of their number. The writer
further charges the troops sent by the
Liangkiang and Hukwang administrations,
to assist in suppressing the insurrection,
with being cowards, since, every time, so
far, that they have been ordered to face
the insurgents in open battle these troops
begin to waver at the first volley of the
enemy and turn tail when they commenced
to make a show of advancing to the attack.
As for the troops raised in the Two
Kwang provinces they naturally are averse
to slaughter their own fellow provincials,
and so there is an understanding between
the two sides. Whenever an order from
headquarters is received to advance into
insurgent territory warning is secretly sent
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LOCAL AND COAST NEWS.

The third and fourth matches in the Six-
sided Football competition were played
yesterday. A. Boyd's team drew with P.
K. Kayvet's team, the scores being one
goal each. H. Seth and W. G. Leslie scored
for their respective sides. W. H. Wil-
liam's team drew with N. H. Rutherford's
team, neither side scoring.

Stowaways on the 'Taiyuan.'

Four of the Chinese crew of the
steamer *Taiyuan* were convicted, at the
Magistrate's court this morning, of having aided
seven Chinese to stowaway on the steamer's
last voyage to Australia. The Captain of the
Taiyuan stated that on his last voyage to
Australia the stowaways were discovered on
board when they had been some days at sea.
They were handcuffed one to another and
returned to Hongkong where they were
sentenced to six months' gaol each. On the
return voyage the third defendant
raised a cry that the No. 1 stoker had jumped
overboard and the steamer was stopped in
mid-ocean and a boat lowered at great
danger before it was discovered that the No.
1 was still on board. The stowaways, who
were brought out of gaol to give evidence,
recognised the defendants as the men who
brought them on board and supplied them
with food. Mr. J. H. Kemp ordered the
first, second, and fourth defendants to be
imprisoned for nine months, and the third
defendant for six weeks.

GENERAL NEWS.

Eighteen hundred sick from the front
were removed on Sept. 18 from Tokyo to
Karuizawa.

Two hundred and eighty-six invalids
arrived on Sept. 18 at Tokyo from Osaka
and Hiroshima.

Fifteen deer out of the 17 in the zoolog-
ical gardens at Meiji have died of rinder-
pest. It is not known how the animals
contracted the disease but it took them one
after the other in quick succession. It is
thought that the two remaining ones are
free from disease but for the sake of pre-
caution they will be sent to the serum
laboratory and inoculated.

It is reported from Oiso, Japan, that a
grotto was discovered on Sept. 13 at the
village of Hibita while a farmer named S.
Nishino was removing stones from a mound,
which had been left untouched from olden
times. In the cavern several things were
found, including a skeleton which fell to
dust on exposure to the air, five swords,
two large gold rings, two arrow heads, a
knife, and various iron utensils.

'Squeezing' in Korea.

The Law Department of Korea have
ordered the Chief of Police to despatch
a body of men to the North Kyong Syang
Province to arrest the Governor on a charge
of squeezing the people and generally mak-
ing their life unbearable. This is a happy
agony for the suppression by the Govern-
ment of the horrid state of corruption now
existing everywhere.

The Tonghaks.

The Governor of Pyeng-yang, Korea,
is terribly disturbed over the Tonghak
movement and every few hours sends weighty
telegrams to the Government with the
following:—'Have you received my tele-
gram sent yesterday? The Tonghaks have
collected in this district and refuse to dis-
perse. What am I to do? 'Later.' The
Tonghaks in Sandung, 1,000 strong, are
marching on Seoul.'—*Korea Daily News*.

New Canal Route.

It is reported that after a series of
surveys and examinations the American
engineers who are employed in the con-
struction of the Panama canal have recom-
mended that a change be made in the
original plan of the work and that the
course of the Chagres river be followed.
This plan contemplates turning the Chagres
river into the Pacific. The recommendation
has been approved by the commission
and this plan will be followed.

Mr Redmond in America.

Mr J. R. Redmond, the leader of the
Nationalist party in the House of Com-
mons, who is on a visit to New York, has
appeared to the people to raise \$10,000
sterling. A sum of \$20,000 was raised at
the first meeting, which was held at New
York. The second meeting was a noisy
one, and interruptions, which were hos-
tile, came from the members of the Clan-
na-Gael and Orangemen alike.

A Korean Giant.

This is the original story of our city
reporter, says the *Korea Daily News*. On
13th inst. one tall man came in this city
through the East Gate, his stature (as meas-
ured by the Electric car and the loim sure
to be a fearful round even the Europeans
were surprised to look so big man; there
were many hundred, and they were all
men, for they never saw such tall and big
men, as the people asked him where he
came from, he said he came from Eastern
hills (Kang Wou province). It is suspicious
whether he is Chief of Tong Haks or leader
of righteous army. La or the reporter said
the giant had been arrested.

The United States manufactures 65,000
hats every day, while English manufactures
about 40,000.

A FRIEND IN NEED IS A FRIEND
INDEED.—That is exactly what
Chamberlain's Cough Remedy is. It is the
mother's help when she is suddenly awak-
ened to the night by the ominous husky
cough, and labored breathing of her babe.
It is the safe resort of young or adult when
he has 'caught cold,' and there is coughing
and irritation of the mucous membrane of
the throat. It always the irritation and
cure the cold. Sold by All Dealers;
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LOCAL AND COAST NEWS.

Diary of the War.

From Messrs W. Brewer and Co. we
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Messrs W. Kuntzel and L. Duran,
two members of the Canton Rowing Club,
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Today's Advertisements

The sailing vessel, *Kolohira Maru*

**THE
ROBINSON
PIANO
CO LTD**

Superb Stock
OF
NEW PIANOS

THE RESULT OF
PERSONAL SELECTION
AT THE FACTORIES.
NO SUCH STOCK HAS EVER BEEN
HELD IN CHINA BEFORE.

IT REPRESENTS THE
Pick of the . .
Finest English &
German Makers .

BUILT IN EVERY PARTICULAR
FOR THIS CLIMATE.

BABY GRANDS
ONLY 5 ft. LONG
of the Very Finest Construction
\$870 to 980.

They Occupy only the Space of a Cottage
but possessing the

Tone & Fine Appearance

CASH OR CREDIT TERMS.

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

GENERAL STOREKEEPERS
(SUCCESSORS TO G. GRANT)

6, QUEEN'S ROAD CENTRAL.

JUST LANDED.
—
EX 98 LA MANOUE

FROM RIVOIRE AND CARRET,

PRINCIPAL MANUFACTURERS OF A CATEGORY:

MACARONI	0.40
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CHEESES.

SAVOIES...	Per Box	1.00
...	Per Piece	1.00

EDAM (Dutch)	Per Box	2.50
GONDA	Per Piece	1.60

MOKA COFFEE (Extra
Superior) ... Per Bag of 11 lbs. 7.0

CAFE WEISMANN.

34, QUEEN'S ROAD CENTRAL
(OPPOSITE POST OFFICE).

TELEPHONE No. 407.

FIRST-CLASS REFRESHMENTS

ENTIRELY UNDER EUROPEAN MANAGEMENT.
DIFFERENT ICE-CREAMS EVERY DAY.

AFTERNOON TEA
A SPECIALITY
BRILLIANT LUNCH ROOM & TOILET

A Well-known Fine Stock of Assorted
CAKES always on hand. Order

by a European Baker.

ENGLISH, FRENCH, AMERICAN

expected to arrive shortly from the W.
known Houses of

STOLLWERK (German), SEIDLE
(American), etc.

FRENCH-CHEF.
Covers for 30 Breakfasts \$12.00)

50 Dinners ...	18.00
80 Dinners ...	22.00

MEAL HOUSE

BREAKFAST	from 7 A.M.	to 10
LUNCH	12	to 3
DINNER	5	to 8

ON PAPER FRANCAIS.
MAN SPRICHT DEUTSCH.
HONGKONG, September 19, 1904.

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The Law of Leases.

An interesting point cropped up in the Summary Jurisdiction Court before Mr. T. Courtenay Smith (Acting Puisne Judge), this morning, which resulted in the discovery of the fact that both the Bench and Bar have tacitly acted upon a Statute which actually was not in force in the Colony of Hongkong, although it was in force in England. The case was one in which Chan Kin Cho, trader, of 46 North Station Street, Yaumatei, sued Chan Ting On, of 48 Sheung Wang Street, Shamshuipo, for the specific performance of an agreement and \$850 damages.

Mr. E. J. Grist (of Messrs Wilkinson and Grist) appeared for the defendant, while Mr. R. Harding (of Messrs Evans and Harston) represented the plaintiff.

When the action came on for hearing last Thursday, Mr Grist raised a point that under 8 and 9 Victoria, chapter 106, the plaintiff could not recover damages on a lease which was not sealed, although being for more than three years; that it should have been an agreement for a lease. After argument the further hearing was adjourned, and this morning Mr Grist announced that he found the Statute upon which he was arguing had no power in the Colony. The Act was passed in 1845, and although it was clearly understood that it applied here, it did not appear to have been extended to Hongkong. There was, howe er, another defence—the question of jurisdiction. In Section 12, sub-section 4, of Ordinance 4 of 1873 (new series) (the Ordinance conferring Jurisdiction on the Summary Court), it was provided that the Court had power to exercise summary jurisdiction in all actions for specific performance of a lease, etc., where the value of the property did not exceed \$1000. The value of the property referred to was worth more than \$1000. He, therefore, submitted that the Court had no jurisdiction.

Mr Grist's contention Mr Harding admitted that the property was worth more than \$100 . He asked His Lordship to transfer the action under Section 28 of the Ordinance, which provided that where the Court was of opinion that an action commenced in Summary Jurisdiction ought to be tried in the Original Court, the Court may order that the entry of such action in the register of the summary actions be cancelled and transferred to the principal register, notwithstanding that such action may be within the provisions of the Ordinance. Section 12 said:—"Provided always that the duty of the specified Court in cases of summary jurisdiction may make a preliminary inquiry into the claim and if satisfied that the case was within the provisions of the Section may make such orders and give such directions with respect to the filings of the pleadings and other matters as he may deem necessary for the proper adjudication of the case." Under the words just quoted Mr Harding submitted that the Puisne Judge had power to transfer the action, and he asked that it be done.

Mr Grist contended that His Lordship had no power to transfer a suit over which he had no jurisdiction. The said Court could not exercise a jurisdiction not vested in it, no order could be made, except an order dismissing the action. In the proviso to Section 12 it was stated that the Puisne Judge had jurisdiction "if satisfied that the case is within the provisions of the Section," and it was clearly shown that the action was within the provisions of the Ordinance, and was of more value than \$1000.

After further argument His Lordship said that in the case before him the plaintiff claimed the specific performance of a lease dated April 16, 1904, in which the defendant agreed to lease No. 1 Lime Kiln Street, Kowloon, from the plaintiff. When the case was first before him the document was not in his Court, and the document sued upon was in fact a lease, not an agreement for lease, and he stated that as it was not under seal then by virtue of No. 8 and 9 Victoria, Chapter 106, the Real Property Act of 1845, the document was void as a lease. In reply to that it was said that the document might be void as a lease, but might be an agreement for lease. The Puisne Judge would have been prepared to hold assuming that the Statutes 5 and 9 Victoria, Chapter 106, were in force in the Colony, that the document was void as a lease and that it was not valid as an agreement for lease. He would have held that on the grounds of the document and upon had nothing in it to show an agreement to lease at all. There was nothing in the document to show the date upon which the lease was to have been granted. In cases where it was held that a document was valid as an agreement for lease, definite reference was made of a distinct agreement to grant the lease, and it was not necessary to refer to this morning to see if the statutes quoted by Mr Grist were in force in the Colony, and after searching he came to the conclusion, as Mr Grist had already pointed out, that the Statutes were not in force. It seemed to be a grievous mistake; and he thought, a mistake which should be rectified. It was well known to him, regarding leases should be the same in Hongkong as in England. He was not sure that it had not been tacitly acted upon by the Colony both by the Bench and Bar.

Mr Grist—I am sure it has been acted upon. It came as a surprise to me.

The Puisne Judge agreed with Mr Grist and confirmed the defence set up by him. Mr Grist regarding jurisdiction, it was a valid one, as it was admitted that the property was valued at more than \$1000. That being so, under Section 12 of Ordinance 4 of 1873, the jurisdiction of the Summary Court was ousted. He was asked by Mr Harding, on behalf of the plaintiff, to transfer the action to the Original Court, under the Ordinance conferred upon him by the same Ordinance section 28, to transfer the action. It seemed to His Lordship that his powers transferring were very limited, and he was of opinion that, as he had no powers jurisdiction in the action, he had no power of transferring suit from the Summary to the Original Court.

He finally directed that plaintiff be admitted, with costs to defendant.

Mr Harding submitted that as Mr Grist did not raise the defence that the court no jurisdiction, of the day specified in writ, costs after that date should not be given.

Mr Grist admitted that he should have raised the question at the hearing Thursday last, and did not ask for his costs for that day. He, however, was entitled to them for to-day.

The Puisne Judge ruled that defendant was entitled to all costs, excepting the costs of the day specified in the writ.

Dr. M. Atkinson presided at yesterday's meeting of the Sanitary Board, and were also present Hon. P. N. H. Baileys, Hon. A. W. Brown, Mr. F. J. Bailey, Major Josling R.A.M.C., Mr. Lau Pak, Mr. E. A. Hewett, Mr. A. P. Kum, Mr. H. K. Pollock, Dr. W. W. Pearse, P. Barnett and Mr. T. H. Hamner Secretary.

Regarding the Clayton Fumigator, in favour of the adoption of which resolution is in the harbour Dr Pearse reported, the President said that he thought that they would wait for further information regarding the merits of the process. The Secretary of State said in his letter that the information at present obtained did not warrant a definite conclusion being arrived at in favour of the process. Particularly he was assured that it was a very effective measure as a plague preventative, but he did not think the time had arrived for the Board to make a recommendation for its use generally on ships in the harbour. Mr. Hewett said that he had intended to make some remarks regarding the adoption of the process, but he was deterred by the view of the President that he would defer them. He understood that it the question had been raised with a view of adopting the Paris Convention as proposed to the Venice Convention with regard to the treatment of ships. A letter from the Colonial Secretary, dated 11th inst., said that the Government would be in favour of the adoption of the process, but that at to-day's meeting of the committee of Chamberlain of Commerce.

THE HORRORS OF WAR

Terrible Experience of a Japanese Private.

AN account of the storming of a fort, given by First class private Kumezo Kamezaki, who was wounded in that engagement. The *Shanghai Daily Press* translated from the details from the *Nippon* as follows:

On the morning of the 24th at five, we started the enemy's fort. No battle is so much of an assault on a fort. As the machine-guns on the forts all round fired as without intermission, half of our men fell before the object of our attack was reached. But we were determined to carry the fort at all costs, and our men and severe fighting we finally succeeded in capturing it. We had barely occupied it when the Russian forts on right and left and in front of our machine-guns with increased activity. Our soldiers faced our attack and some of them were killed. The insignificant number. Moreover, the Russians attacked the battery in great numbers, and we were at last compelled to abandon the fort, which had been occupied for such arduous efforts. During the great I was wounded, and fell beneath the wire-entanglements, being unable to reach home. I was determined to save myself to my fate, and wrapped a bandage around my waist. I could not, however, get up, for fear that the Russians might cover me. Happily a hole had been made by the explosion of a shell in the ground some 10 yards from where I lay. I crawled thither and concealed myself in the hole. I was not alone. The Russians killed four men up top of each other, and I was thirsty, but my water bottle was empty. In searching for water I discovered a pool of blood beneath the dead Russians. Noidea of the nature of the liquid entered my brain; I at once drank it up, and then the Russians were upon me. On the chest being quenched, my throat next tortured me. I could not utter a word, but I was determined to conceal myself to cannibalism, nor could I eat stones and earth. The pangs of hunger affected me exceedingly, but I was not suffering other tortures. The pain of the wound was insupportable, and the foreboding of the sufferings of those that were left. I was not afraid of being killed in the fighting, but to be butchered in cold blood by the Russians was another thing. Then determined if possible to preserve my life, reach our camp, and participate in the fighting. In order to get to our camp I placed to wait for my wounds to be healed, and then I went to the place of concealment for three days. Towards the evening of the fourth day, the voices of Russians were heard close at hand. I trembled with fear, remorseless sadness, and prayed that the Russians would pass on. My prayers, however, were vain. They stabbed and killed in my neighbourhood, and finally approached me. I feigned death and lay with my face to the ground and eyes closed. One of the Russians seemed to be standing beside me, gazing into my face. Thinking me dead, he searched my pockets and then suddenly I took my head, which had been bowed down the previous engagement, a heavy blow on the forehead, and I was conscious. I made myself by desperately clenching my teeth. He then struck me on the breast with the butt-end of his rifle. There was no wound under the ribs. His aim was mistimed, the bleeding of which had been stopped by the coagulated blood. This blow caused the wound to bleed anew and increased the sufferings of those that were left. I remained unmoving, the Russian took me for dead, and after kicking me twice on the back, for lead. He had robbed me of my course, patent medicine, etc.

On the fifth day it rained, and the hollow became so full of water that I could not longer remain in it. So I left my hiding place, and the sufferings of those that were left passed the most wretched days of our existence.

The wounds, far from healing, increased in painfulness. I was alternately bathed in rain and mud. My head was crawling in the sweat, and the worms crawled over my face. No words can adequately describe the sufferings of those that were left towards the end of which I became almost unconscious. In this state I heard the voice of Japanese, and opening my eyes I saw the commander of our battalion. I promised to send assistance and went away. Shortly afterwards my comrade Yasuji Kawada came to rescue me, took me to the hospital, and I had my life for six days.

REUMATISM

REUMATISM is a stubborn disease, fought best Chamberlain's Pain Balm has cured it many times and will do so whenever opportunity offers. This remedy is generally family liniment and not only cures rheumatism, but also neuralgic pains, but also cures lumbic back, stiff neck, sore throat, the muscles and stiffness of the joints, is antiseptic, and when applied to cuts, bruises, burns or scalds, heals such wounds without maturation and in less time by any other treatment, and, unless the injury is very severe, will not leave a mark. It is sold by Dr. J. C. Chamberlain, Lowell, Mass., U.S.A.

General Agents:

[illegible]

(Two more killed.)

KUM CHUK, WEST RIVER, October.

An explosion occurred on board a wood boat at about 8 o'clock this morning whereby two men and a boy lost their lives. They were all engaged in transferring a containing about 40 lbs of gunpowder, the upper deck of the boat into the forehold when suddenly it exploded. The two Chinamen were hurled against the side of the boat with awful force, the two men being killed instantly. The boy, however, lingered on for about two hours, when succumbed to his wounds. The two bodies presented a fearful sight. All were blackened with the powder and one of the men had been ripped open about the chest and lower part of his body.

DUM SPIRO, SPERO.

So here's an end to me of one
Of pleasantest of friendships, friends
In happy hour it was begun,
And here's the end:
Your sayings and your ways tend
To make one strong. To everyone
Your favourite saying I commend:
"Make others happy; get what fun
You may from life. For see we tread
Graveward, where there are pleasures none
And there's an end."

We'll meet again, dear friend, some day
In Jeddah, Norway, Greece, or Spain,
Charing Cross Station, or Coney
We'll meet again.

The world's a long, long narrow lane
To what town leading who can say?
Where comes no man can explain.
Trudging along the narrow way,
I'll glance at every window-pane,
In hopes of seeing you. I pray
We meet again.

WE

WHY DOES CHINA HATE FOREIGNERS?

It is because one of the most sacred of Confucian classics, the Chun Cheu, enforces vengeance. The following Chinese says on the subject will be read with interest:

"Chun Cheu is the pearl code of ethics. It contains the grand examples of ancient kings and is the book for showing posterity the primary relations to the king and father.

"These can be by no means be changed. He that neglects them and considers it shameful to be under the same heaven with the enemy is a disloyal minister and an undutiful son. A disloyal minister and an undutiful son are against the decrees of heaven. Therefore, ministers and sons ignorant of the principle of vengeance are forth in the Chun Cheu can hardly see the danger of being plagued with disloyal ministers and undutiful sons.

"The vengeance which Chu Siang undertook for wrongs inflicted nine generations prior to his time was eulogized in the Chun Cheu, and Kung Yang (a celebrated Confucian commentator) considered the justifiable even after a hundred generations. The modern Confucianists in his Wu-hu-tu affirmed that rulers who inherit the permanent possession of territory, inherit the eternal and inevitable vengeance which belongs to it.

"The maintenance of sacred bonds and virtuous biography, the four virtues: rule and morality, economy and honour. We ourselves to avenge the honour of their fathers. Enduring dishonour to kind father without revenge, one may on anything bad; sacred bonds may be destroyed and states may be overturned. Beginning is the end. The result of the result is exceedingly great.

"Chu Siang thought a tyrant, was martyred by the Chun Cheu. This was because by holding up the principle of vengeance he stirred up the sense of honour in the world, and set forth the grand ideal of ministers and of men to all generations to come.

"The time of Chun Cheu, there shall be two loyal and faithful men who would forbear to take vengeance and posterity without a backward glance, viz, Foo and Pao Siu. On the other hand there were two faithless men, Chow Ping and Tsang, who did not regard the duty of vengeance and even went so far as to their former enemy.

"According to Krung Yang, there shall be absolutely no intercourse whatever between the enemy of one's country. Feh who was but an inferior man, withdrew for safety into an enemy's country and a woman of Chu was ready to give up her daily duty of spinning in order to take vengeance on her enemies. These examples were thoroughly approved of by the Chun Cheu. And the merit of the deed is determined by success or failure in the attempt.

"While Wang An Shih, the great reformer of the eleventh century, attacked this sacred classic. At the classical gathering he said: At the classical gathering he discussed the principle of vengeance. It was said that the Chun Cheu of Nan Sung but not Confucius. But did not Confucius use the principle of vengeance? He that considers principle of vengeance to be wrong is condemning Chu Siang, a hero of the Chun Cheu. He is firing the fire of Wang An Shih. The writer is in doubt as to whether the present readers of the Chun Cheu are fully aware of the principle?

"This principle of vengeance was so ancient times when there were no officers to secure the punishment of the guilty. But in the ancient times, for modern times in which it is so absurd as to prefer bows and arrows to modern artillery, but it is to draw a great nation like China still clinging three words and putting the three words shoulder. One of Chinese causes of antiquity, the principle of vengeance, is a misapprehension of the principle of honour and justice, exercising blind vengeance on, because they have humiliated another ruler as preferred to impoverish the subjects and ruin their whole Empire, than adopt modern means which the good of the people and the advancement of missionary efforts to the sounder views of human duties the self advocated by even the best of the standard commentators of the Chun Cheu.

Red Mercury

(tons) with kerosene oil, which left Lloyd's ship on September 3 for Osaka, has been wrecked off Asakaki, Hokkai province, and was a sailing vessel, the *Tomo Maru*, which was carrying 600 tons of coal. The vessel, owned by Mitsui, which left Lloyds' ship on September 5 for Wakamatsu, has not a like fate.

Mitsui, Iwami province.

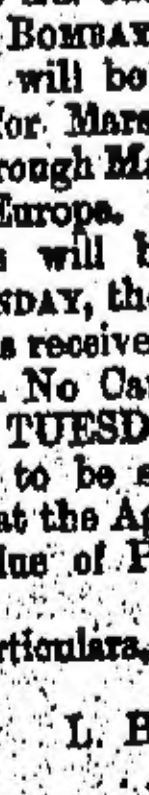
What might have been a serious collision occurred at Woonung between the Australian Lloyd's steamer *Trieste* and a Chinese cargo ship, the *Trietse* was at anchor at Woonung and the lorcha, which was out running, while tacking, refused to answer helm and became unmanageable, drifted down on to the *Trieste*. The captain of the *Trieste* on seeing that a collision was inevitable at once took every precaution to minimize the shock by getting out of the way. The lorcha came broadside on to the *Trieste* and the latter was severely damaged about the hull and upper works, while the *Trieste* sustained hardly any damage. Fortunately the *Trieste* was injured. The damaged lorcha was ordered to discharge her cargo and make repairs before she can proceed on voyage.

The Italian ship *Laura* which was on voyage from Newcastle to Mooling, has been posted at Lloyd's as missing. *Laura* arrived at the port of Newcastle, N.S.W., from Natal on January 6 last after loading a cargo of 1757 tons of wool from the Wallaseid Colliery sailed on January 1 last, for Toppoila, Chili. She had been seven months out, and has not yet returned since she left. Her last month's re-insurances were effected at premium of 85 guineas per cent, and months ago the *Laura* was absolute insurable, Captain Costagliola was in command of the *Laura*, which was insured at 1291 tons gross and 1169 tons net. It was built in the year 1877 by Messrs. Russell and Co., Glasgow, and was numbered 10041 at Lloyd's. Her principal dimensions were:—Length, 228ft; breadth, 38ft 3in; and depth, 22ft 11in. The *Laura* was formerly well known as the British ship *Brenda* and upon being disposed of to Chilean her name was changed. Mr G. H. Jones was the owner of the missing vessel.

The fine four-masted barque *Saragosa* of Glasgow, one of the most modern of ships and launched but two years ago, has recently been lost on the island of Easter Island, the Cook or Harvey Group, north-west New Zealand. The *Saragosa* arrived at Port Pirie with a cargo of timber from Blackley on March 24 last, and after discharging her cargo sailed on March 25 for Newcastle, N. S. W., at which place she arrived on June 13. At the northern end of the *Saragosa* loaded 3916 tons of wool from Easter Island, and sailed on May 29 for San Francisco, in command of Captain Duncan. She had been three weeks on her voyage to London, when disaster overtook her. It appears from the meagre particulars we have so far been received that the *Saragosa* encountered very thick weather, and it may be little doubt that she ran aground during a dense fog. One of the men of the crew, the sailmaker—named "Jack"—lost his life, but the remainder of the company succeeded in safely reaching the land. They were afterwards rescued and taken to Auckland, N. Z.

The Italian cruiser *Liguria*, with Duke of Abruzzi on board, was in St. Harbour last month. The cruise of the *Liguria* commenced over 12 months ago and will not be completed for nine months. She sailed from Palermo (Genoa) in April 1893, and during her voyage of the sea has called, among other places, at Rio de Janeiro, Barbados, Venezuela, West Indies, Honduras, New Orleans, Havannah, Santo Domingo, Porto Rico, Guadalupe, Santiago, Trinidad, Bahia (Brazil), Rio de Janeiro, Buenos Aires, Bahia Blanca, Arenas del Mariposa (Genoa), Valparaiso, Montevideo, Malabale Bay, San Francisco, Honolulu, Tahiti, Born Bora Islands, and Callao. On leaving Sydney *Liguria* sailed for Batavia, Pango (Pangloss), Apia, Mastato, Suva (Fiji), Noumea, Caledonia, Auckland, Dunedin, Hong Kong, Melbourne, and Wellington. The *Liguria* will proceed on a visit to Brisbane, and will then return to Sydney. The island proceeding forward, via Torres Straits. Visiting to be paid to several ports in Java, Java, Borneo, China, and Japan. original programme provided for a visit to Port Arthur, but as one of the officers of the *Liguria* remarked: "That call has been tacitly thought, but impossible under altered circumstances."

The remarkable disclosures made in inquiry into the boiler explosion on the Norwegian brigantine *Ardna*, at Sydney, last week, Western Australia, further emphasised the necessity for strict inspection, and for the employment of men on sailing ships who have knowledge of machinery, says the *Morning Herald*. On the occasion of the inquiry on the body of the unfortunate sailor who lost his life in the explosion, the Inspector-General of Government Inspectors and Inspector of Boilers stated that he examined the boiler on the day that the fatal accident occurred. The boiler was very weak and in workable condition. Some parts were more than 20 years old, and some more than 100 years old. The boiler was found to be in a state of working order, and it would be unsafe to work at 20 lb of steam when the boiler was under Lloyd's rules the pressure allowed would be 55lb. There was safety-valve, and the escape valve had been plugged up and bolted thus adding to the danger. The inspector pointed out, in all his explanations, anyone so foolish as to plug in the hole that was provided for escape of steam. He considered the cause of the explosion was owing to the absence of a safety-valve, the general weakness of the vessel, and the fact that the boiler was not fit to stand at all, and no engineer would permit a source of danger to human life brought in a verdict to the effect that death was due to suicide caused by the position. The jury further expressed opinion that there was not on board *Ardna* a responsible person capable of slighting the boiler, making the boiler a "safety-valve," and that would not have occurred. They intended that the proper authorities take steps to prevent any person from boiler unless such person possess engine driver's certificate, and that they should be subjected to a periodical examination by a Government inspector.

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BRAND OF PAINTS,
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HARRY WICKING & CO., Ho
Hongkong, January 6, 1904.
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A Promenade Con
 will be given on the
VOLUNTEER PARADE GRO
TO-NIGHT
(WEDNESDAY), OCTOBER 7TH
 Commencing at 9 P.M.
 Tickets, 22 and 24, may be obtaine
VOLUNTEER HEAD QUARTERS OF
KELLY & WAUGH, Ltd.
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MAGEWEN FRICKEL &
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LATEST SHIPPING DATES.
 To England No
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A LARGE VARIETY OF
PERFUMERY
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 IN FANCY BOTTLES OF VARIOU
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H. RUTTONJEE
 No. 5, D'Aguiar Street,
 38 to 38, Elgin Road, Kow
 Hongkong, October 5, 1904.
NOTICE.
THE DEPARTURE OF THE S.S.
CHURIA for San Francisco
 Shanghai, Nagasaki, Kobe, (Malai
 Yokohama and Honolulu, is POST
 to TUESDAY, the 11th inst., at 1
 Hongkong, October 6, 1904.
NOTICE.
A. G. GORDON, M. INST. N.
MEMBER L. M.E.R., Marine S
Engineer and Naval Architect
REMOVED TO ST. GEORGE'S
INGS.
 Hongkong, October 5, 1904.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRAN
NOTICE
STEAM FOR
SAIGON, SINGAPORE, RATA
COLOMBO, PONDICHERRY,
CUTTA, BOMBAY, ADEN, DJE
EGYPT, MARSEILLES, MED
BAEYAN AND BLACK SEA
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ON TUESDAY, the 18th
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 with MAIL, PASSENGERS,
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NO SUCH STOCK HAS EVER
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PRINCIPAL MANUFACTURERS OF
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Max Br
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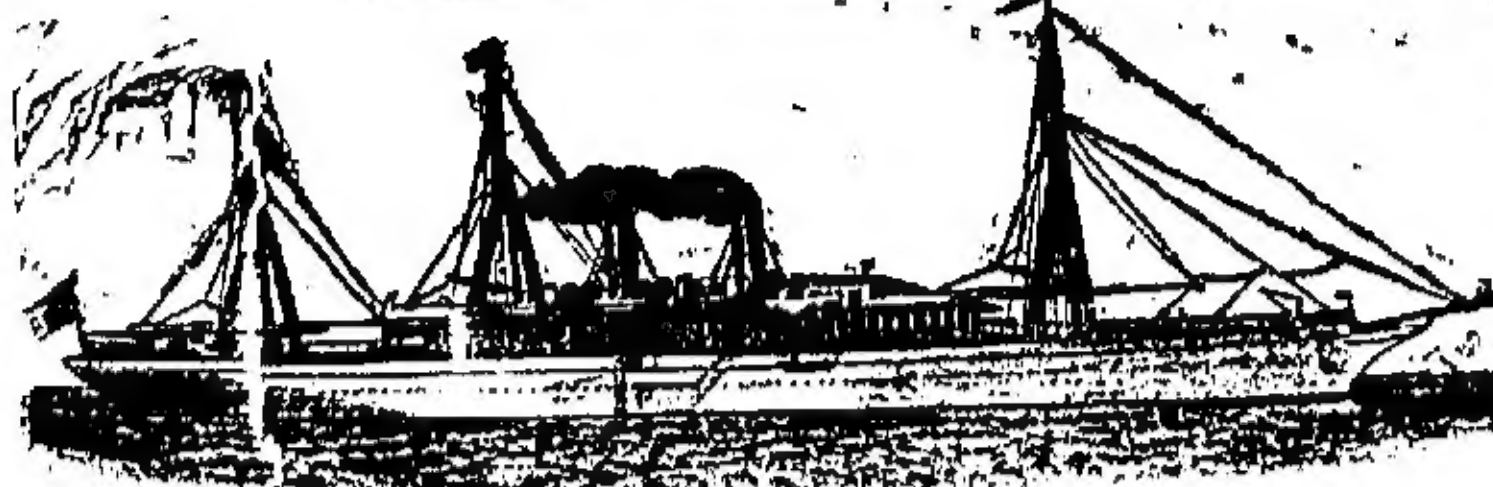
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LONDON, &c.	Bengal (G. PHILLIPS)	Noon, 8th October	See Special Advertisement
LONDON & ANTWERP, VIA SINGAPORE, PANG, Cebu, AND PORT SAID	Japan (E. P. MARTIN, R.N.R.)	About 13th October	Freight and Passage.
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For further Particulars, apply to E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, October 4, 1904.

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NICOMEDIA	4370	WAGNER	Oct. 10, 1904.
NUMANTIA	4370		Oct. 27, 1904.
ARABIA	4483	BAILE	Nov. 13, 1904.
ARAGONIA	5198	SCHULTZ	Dec. 13, 1904.

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FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	JARON	14th October.
GLASGOW AND LIVERPOOL	AGAMEMNON	22nd October.
GLASGOW AND LIVERPOOL	PYRHEUS	27th October.
GLASGOW AND LIVERPOOL	YANOTZE	29th October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTERDAM AND ANTWERP	PATROCLOS	11th October.
* GENOA, MARSEILLES & LIVERPOOL	PINGSUZY	22nd October.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th October.
LONDON, AMSTERDAM & ANTWERP	ULYSSES	8th November.

* Taking Cargo for Liverpool at London Rates.

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CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
YOKOHAMA AND KOBE	TAIYUAN	7th October.
SHANGHAI	WOSUNG	8th October.
MANILA	TEAN	11th October.
SWATOW, CHEFOO & TIENTSIN	CHIEH	13th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	TAIYUAN	27th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Hongkong, October 5, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	Oct. 8, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 15, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers, Hongkong, October 1, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	Captain J. P. DAWSON
S.S. COURTFIELD	J. W. MARTIN
S.S. ORANLEY	W. E. STEELE
S.S. IREAL	M. ROBERTSON
S.S. ASCOT	C. E. COX
S.S. TWEDDALE	T. M. MILNE
S.S. LOTHIAN	J. G. WILLIAMSON
S.S. INKUM	E. S. PEARCE

The next departure will be the s.s. COURTFIELD, sailing from here on SATURDAY, the 8th October, via Chin-Wan-Tao, taking Cargo for DURBAN. For Freight, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, September 26, 1904.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates for the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LAVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship Captain MIERONNO, will be despatched as above on SATURDAY, the 29th Inst., p.m.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, October 4, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW. THE Company's Steamship HAIMUN, Captain ROSSON, will be despatched for the above Ports on FRIDAY, the 7th Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, October 4, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship LOONGSANG, Captain G. S. WIGGALL, will be despatched as above on FRIDAY, the 7th Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, October 4, 1904.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship BENGAL, Captain G. PHILLIPS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. India, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabis, due in London on the 24th November, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, September 24, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	To SAIL	1904.
HINDUSTAN	About Oct. 10.	
ST HUGO	About Nov. 18.	

For Freight and further information, Apply to DODWELL & CO., LTD., Agents, Hongkong, October 5, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Steamship AUSTRALIAN, Captain SCHAW, will be despatched as above on SATURDAY, the 15th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, September 29, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain A. H. SCHAW, will be despatched for the above Ports on SATURDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship Namsang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 6th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, October 4, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Co.'s Steamship Purnee, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 4th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents, Hongkong, October 3, 1904.

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Company's Steamship Indragoudi, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 9th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & Co., Agents, Hongkong, October 3, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers, KWONG CHOW, 1,309 tons, Captain J. P. MARTIN, KWONG TUNG, 1,238 tons, Captain H. W. WALKER, Leave HONGKONG for CANTON at 5.30 Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey—\$4.00. Men's \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office.

SHU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, February 18, 1904.

HONGKONG-MACAO LINE.

S. S. 'WING CHAI', CAPTAIN T. AUSTIN, R.N.R. DEPARTURE from Hongkong on week days at 7.30 A.M.; Excursion on Sundays at 8.30 A.M.; from MACAO week days at about 2 P.M., Sundays at about 7.30 P.M. FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$4. 2nd class \$1. 3rd class 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including tiffin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street. The steamer runs an excursion trip every Sunday. It takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 20, 1904.

Intimations.

JUST ESTABLISHED: WING SUN & CO., No. 54, QUEEN'S ROAD CENTRAL (Premises formerly occupied by Messrs C. J. GAUFF & Co.).

High-class Tailors & Outfitters, Shirt and Breeches Makers. Quality Workmanship Guaranteed. PRICES VERY MODERATE. NOW SHOWING:—New Lot of STRAW HATS, FELT HATS, PANAMAS, UMBRELLAS, WALKING STICKS, BOOTS and SHOES, &c., &c.

Telephone No. 467. Hongkong, August 4, 1904.

TANG YUEN.

BOARDING ESTABLISHMENT. Splendid View of Harbour. No. 18, MADONNELL ROAD. Under European Management. Apply at the House, or At FAIRALL & CO., Opposite Hongkong Hotel, Hongkong, June 10, 1903.

SIEN TING.

Surgeon Dentist, No. 14, D'ARVILLE STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1900.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited. Reprinted from the 'CHINA MAIL.' Price Fifty Cents.

To be had at the 'China Mail Office' 5 Wyndham Street.

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SHIPPING.

ARRIVALS.

Scandia, German steamer, 3,155, J. Bohren, Kooling October 3, General.—HAMBURG-AMERICA LINE.

Maldia, German steamer, 3,783, G. Schlicker, Tourane and Hoihow Oct. 3, General and Coal.—JERMAN & CO.

Wong, British steamer, 1,127, H.S. Malkin, Cholon September 30, General.—JARDINE, MATHESON & CO.

Levenhook, German steamer, 1,238, Th. Lehmann, Shanghai October 2, General.—LEHMANN & CO.

Scilla, British steamer, 3,439, Geo. Brown, Rangoon via Singapore Sept. 22, General.—JARDINE, MATHESON & CO.

Glenloch, British steamer, 1,434, R. Pontney, Singapore Sept. 29, General.—CHINESE.

Falck, German steamer, 1,018, H. Berner, Bangkok Sept. 22, Rico and Wood.—DUMFRIES & SWIRE.

Copri, Italian steamer, 2,718, G. Belsito, Bombay Sept. 17, and Singapore 29, Mails and General.—CARLOWITZ & CO.

DEPARTURES.

Bouraki, for Port Townsend, October 4.

Indrawadi, for Shanghai, October 5.

Yachow, for Amoy, October 5.

Shanghai, for Amoy, October 5.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping midway between each shore are marked G., in conjunction with the figure denoting the section.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour's Office.
 4. From Harbour's Office to the Murets.
 5. From Murets to the Murets.
 6. From Murets to the Murets.
 7. From Murets to the Murets.
 8. From Murets to the Murets.
 9. From Murets to the Murets.
 10. From Murets to the Murets.
 11. From Murets to the Murets.

Vessel's Name.	Amount of Cargo.	Captain.	Flag and Rig.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Agincourt	3	Watson	British str.	2676	Oct. 3	Sander, Wier & Co.		K'loon Dock
Athenian	3	Robinson	British str.	2440	Sept. 28	P. R. Co.	Vancouver (B.C.)	Oct. 12
Auchenard	3	Byrce	Ger. str.	3072	Oct. 3	Mitani Bussan Kaisha	Nagasaki	Oct. 7
Borneo	3	Muhla	Ger. str.	1246	Oct. 1	Melchers & Co.		
Capri	3	Wolfe	Ital. str.	2718	Oct. 1	Carlson & Co.	S'pore and Bombay	Oct. 11
Carl Menzell	3	Jensen	Ger. str.	2478	Oct. 2	M. A. Trading Co.		
Choyang	3	Roopce	British str.	1242	Oct. 2	Jardine, Matheson & Co.		
Chungking	3	Cox	British str.	1416	Oct. 1	Jardine, Matheson & Co.		
Claydon	3	Barton	British str.	2144	Sept. 28	China Commercial S. Co., Ltd		
Courtesy	2	Martin	British str.	2674	Oct. 1	Gibb, Livingston & Co.		
Derima	3	Schlaikier	Ger. str.	965	Sept. 27	Sander, Wier & Co.		
Devawongse	3	Kumpel	Ger. str.	1027	Oct. 1	Butterfield & Swire		
Elg	3	Christophersen	Norw. str.	2218	Sept. 31	Sander, Wier & Co.		
Emma Lucretia	3	Martens	Ger. str.	1149	Sept. 28	Chinese		
Empress of China.	4	Edtham.	British str.	603	Sept. 27	P. R. Co.	Vancouver (B.C.)	Oct. 19
Ging Bee	3	Tallet	British str.	1198	Oct. 4	Chinese		
Glenloch	3	Pentney	British str.	1434	Oct. 3	Chinese		
Halong	3	Mutton	British str.	783	Oct. 3	Douglas Steamship Co.	Amoy	Oct. 7
Haimon	3	Johnson	British str.	616	Oct. 3	Douglas Steamship Co.	Swatow & Foochow	
Kampong	3	Nona	French str.	960	Sept. 30	Brydley & Co.	K'loon Dock	
Lacertes	3	Jackson	British str.	1340	Oct. 1	Chinese		
Lila	3	Morris	British str.	1244	Sept. 28	Chinese		
Lyttelton	3	Wright	British str.	1692	Oct. 3	Jardine, Matheson & Co.	Manila	Oct. 7
Lyttelton	3	Johnson	Ger. str.	1238	Oct. 5	Somerset & Co.		
Madeline Rickmers.	2	Twicken	Ger. str.	1020	Oct. 1	Butterfield & Swire		
Madura	3	Kerr	British str.	2793	Oct. 3	Mitani Bussan Kaisha		
Manchuria	3	Saunders	Amer. str.	2860	Oct. 4	P. M. S. S. Co.	Shanghai & San Francisco	Oct. 11
Mathilde	3	Schlaikier	Ger. str.	878	Oct. 1	Johnson & Co.		
Mathilde	3	Payne	Brit. str.	1643	Sept. 24	Jardine, Matheson & Co.	Sandakan	Oct. 7
Nansang	4	Payne	British str.	2261	Oct. 3	Jardine, Matheson & Co.	S'pore & Calcutta	Oct. 11
Nasir	3	Stowell	British str.	1299	Oct. 3	Mitani Bussan Kaisha		
Nicomides	3	Wagner	Ger. str.	4984	Sept. 30	Persland & Anstoss S. S. Co.		K'loon Dock
Onda	3	Roberts	British str.	4304	Sept. 29	Jardine, Matheson & Co.		
Oscar II.	4	Johnson	Norw. str.	2000	Oct. 3	Mitani Bussan Kaisha	Moji	Oct. 6
Paklat.	3	Dimes	Ger. str.	1018	Oct. 6	Butterfield & Swire		
Rulu	5	Almond	British str.	1611	Oct. 3	Heenan, Tames & Co.	Amoy	Oct. 8
Scandia	4	Farrell	Ger. str.	3135	Oct. 6	Namhurn-Amerika Linie	S'pore & Hamburg	Oct. 8
Stettin	4	Farrell	British str.	1396	Oct. 2	Gco. McBean	Swatow	Oct. 7
Sulung	3	Liddell	British str.	1778	Oct. 3	Jardine, Matheson & Co.		
Sultan Van Langkat	3	Rege	Dutch str.	1001	Oct. 4	Meyer & Co.		
Taijau	4	Johnson	British str.	1367	Oct. 3	Butterfield & Swire	Kobe & Yokohama	Oct. 7
Taming	3	Swatshar	British str.	1367	Sept. 30	Butterfield & Swire	Amoy	
Tromont.	4	Griffith	Amer. str.	916	Oct. 3	Dodwell & Co., Ltd.	Tacama, &c.	Oct. 7
Tyr	3	Vanichen	Norw. str.	1418	Oct. 3	Sander, Wier & Co.		
Ulysses	3	Peven	Norw. str.	2262	Oct. 2	Butterfield & Swire		
Wingung	3	Malkin	British str.	1227	Oct. 3	Jardine, Matheson & Co.	Shanghai	Oct. 6
Wuoung	3	Dawson	British str.	1030	Oct. 3	Butterfield & Swire		